

1938  
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HEALTH  
Fowey Port Sanitary Authority.

W. H. KING, M.R.C.S., L.R.C.P.

Surg. Lieut.-Commander R.N. (ret.)

MEDICAL OFFICER OF HEALTH.

32, Fore Street,

FOWEY, CORNWALL.

8th. February. 1938.

Sir,

I have the honour to submit my Report as M.O.H. of the above Authority for the year ending 31st. December 1937 .

I). In Table 'A' below is shown the amount of shipping entering the Port of Fowey during the year, and details given as to numbers inspected, etc .





(2).

TABLE 'A'.

	Number of vessels inspected	Registered Tonnage	Number inspected By M.O.H	Number inspected By Sany Inspr	No. reported to be defective	No. of vessels on which defects were remedied	No. of Vessels with infectious diseases
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FOREIGN

Steam	205	162,447	-	89	11	7	-
Motor	82	18,880	-	55	3	3	-
Sailing	-	-	-	-	-	-	-
Fishing	-	-	-	-	-	-	-

Tot 1

Foreign*	287	121,327	-	① 144	14	10	-
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COAST-  
WISE

Steam	1403	235,610	-	542	41	23	-
Motor				610	2	2	-
Sailing				13	-	-	-
Fishing							

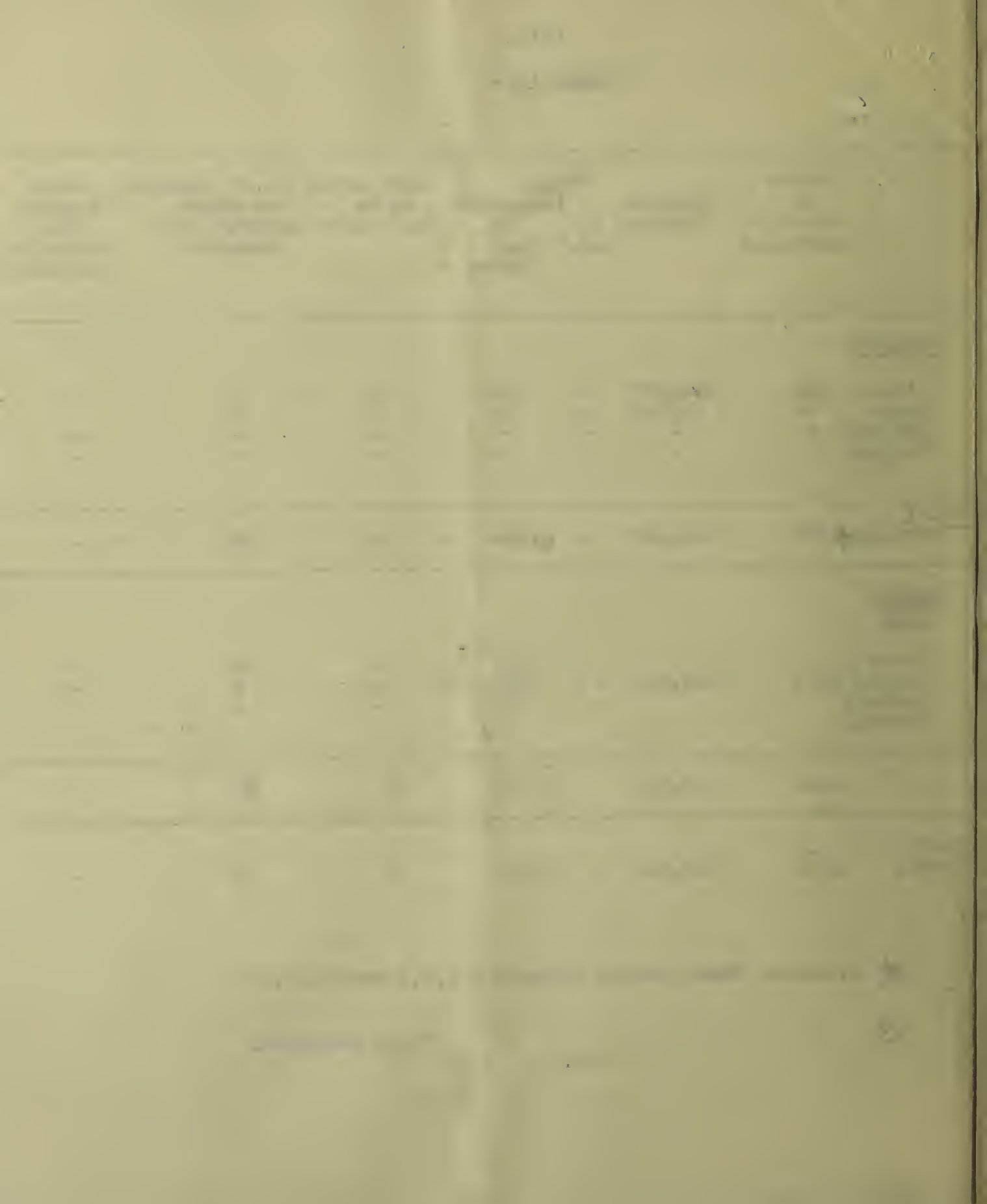
	1403	235,610		1,165	43	30	-
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GRAND

Total	1695	406,937	-	1,309	57	40	-
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\* Arrivals from Channel Islands &amp; I.F.S included.

① " " " " " not included.



(3).

As compared with the figures for 1937 there is a decrease in the number of ships inspected of 274 and 51,362 tons . 77% of the ships arriving were inspected, and 80 % of the tonnage .

The floating population of the ships inspected was 12,334 .

During the year 57 informal notices were served on Masters and/or Owners of vessels drawing attention to nuisances or structural defects. In addition 1 informal notice was served on the owner of a house-boat moored in a creek of the Harbour that was found to be unfit for human habitation . Appropriate action to ensure compliance with these orders was taken .

Crews "paid off" or "signed on" during the year :- None.

## II. Character of trade of Port.

This consists almost entirely in embarkation of china-clay from Fovey and the "Bay" Ports, i.e. Port of Charlestown, where there is a considerable traffic carried on by the smaller coasting craft. These Ports are favoured by these craft on account of the fact that the clay can be brought by road from the pits and loaded direct into the ships without the necessity of railway freightage, thereby cheapening cost. The clay loading at Fovey is entirely under the control of the G.W.R., and there is no access by road to the loading jetties at this Port.

There is a certain amount of coal landed in Fovey, but not more than for the requirements of the immediate district.

Vessels arrive from practically all Continental Ports. It is





(4).

It is rare to have an arrival from a non-Continental Port.

During the year 12 passengers embarked upon a vessel bound for U.S.A. The majority of these were American citizens, who had been spending a vacation in Europe and chose this method of transit as being more economical than the usual routes.

There were no passengers disembarked during the year.

### III. Water Supply.

This is pumped direct into the ships as required from the mains of the local Borough Council. Hydrants and hose-pipes are regularly inspected, and periodical chemical and bacteriological examinations are made in order to ensure that there is no evidence of contamination. There is therefore no necessity for the employment of water boats.

### IV. Port Sanitary Regulations, 1933.

The arrangements in connection with these Regulations remain as previously detailed, and have worked quite smoothly throughout the year.

83 Deratization Exemption Certificates and 1 Deratization Certificate were issued during the year.

There has been no infectious or contagious disease arising within the Port area during the year and it has not been necessary to open the Port Isolation Hospital.

There were no cases of infectious disease occurring on board vessels and disposed of before arrival.





V. Measures against Rodents.

The usual measures are taken to prevent passage of rats from ship to shore and vice versa. Fumigation with SO<sub>2</sub> has been used in order to free vessels from rats and baits and traps are employed to the same end. There are no Docks or Warehouses in which rats might congregate and no food cargoes are handled in the Port. Hence, the rat population ashore is not a large one.

Rats destroyed during the year :-

- 1). On vessels. 27 all Black.
- 2). On shore . 39 Black and 3 Brown.

Table 'G'.

N I L .

Table 'H'.

Deratisation & Deratisation Exemption Certificates issued during the year.

Net Tonnage	No. of Ships	No. of Deratishn Certs Issued					No. of Deratishn Exemption Certs issued	Total Certifs Issued	
		After fumigation with							
		HCN	SO <sub>2</sub>	HCN	After 5% Trapping etc	Total			
		1	2	3	4	5			6
Up to 300 tons	1,000							63	63
301-1,000	167							15	15
1,001-3,000	37	-	1	-	-	1		4	5
3,001-10,000	10							1	1
over 10,000	-								
TOTALS	1,302	-	1	-	-	1		83	84

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VI. Hygiene of Crews' Spaces.

Table 'J'.

Classification of Malisances.

Nationality of Vessel	No. inspected during year	Defects of original construction	Structural defects through wear & Tear	Dirt, Vermin, etc
British	375	-	64	41
Other Nations	434	1	7	6

In regard to the figures above shown dealing with "Dirt, Vermin, etc" the number of British ships affected thus is regrettably large as compared with foreign nations. It is the small Coaster that is the worst offender in this respect, and, perhaps, about the only thing that can be said in extenuation is that the crews of these ships are frequently changing. Therefore they do not take such an interest in the state of their quarters as they would naturally do if they were longer term tenants.

It seems unfortunate that the Board of Trade Inspectors do not take action more frequently in the case of these small ships.

In regard to the larger ships men are signed on for comparatively long periods and it is less usual to find a dirty or verminous fo'c'sle.

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VII. Food Inspection.

- I). No action necessary under any of the Regulations named.
- 2). There are no shell-fish layings within the jurisdiction of this Authority.

I have the honour to be,

Sir,

your obedient servant,

*William H. King*

(Surgeon-Lieut-Commander. R.N.  
ret )

The Minister of Health.



